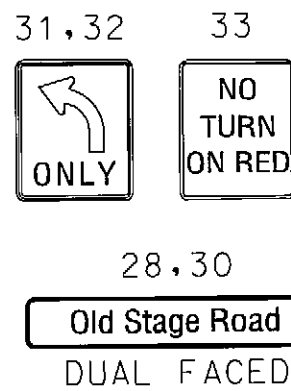
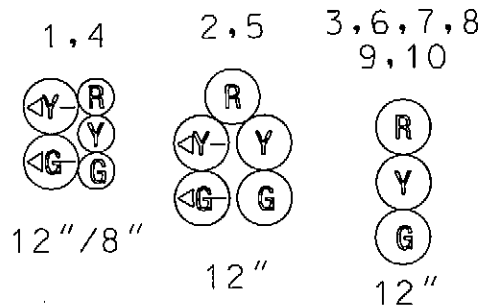


EXISTING SIGNS TO REMAIN



EXISTING SIGNALS



EXISTING SIGNALS TO BE REMOVED



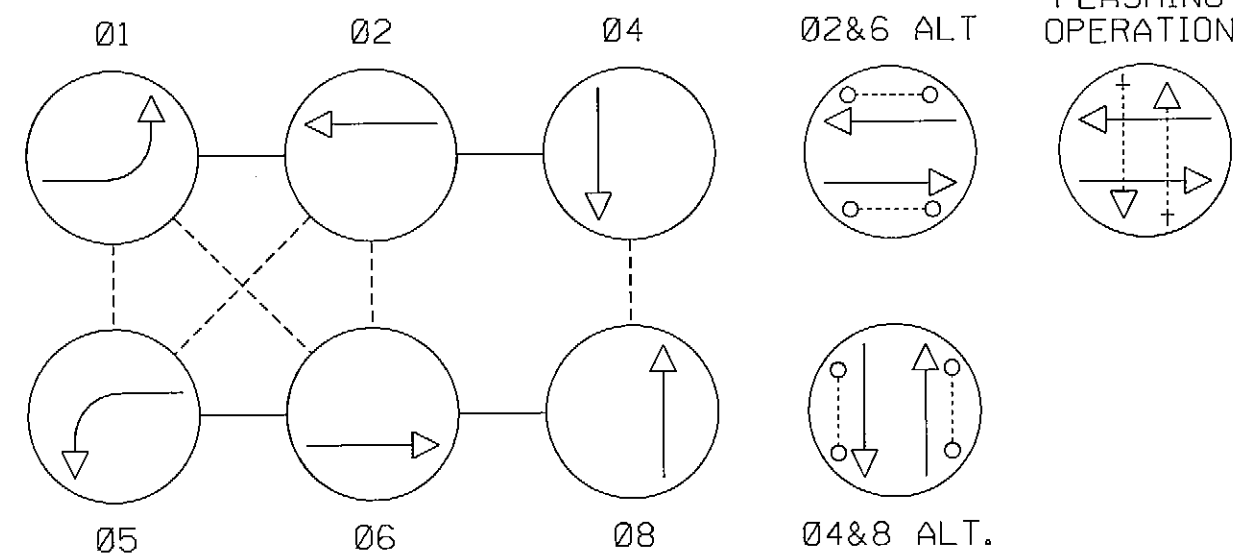
PROPOSED LED SIGNALS



EXISTING VIDEO DETECTION CAMERA

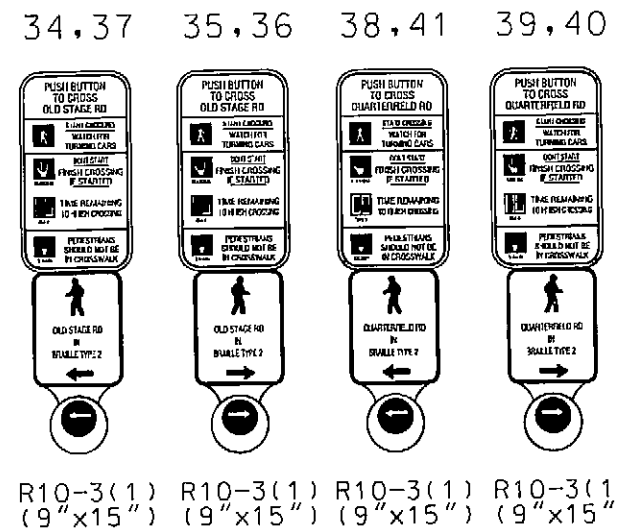


NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN



EXISTING SIGNS TO BE REMOVED



LINE HEIGHT 1 (LH1)	
TELEPHONE	18'-3"
TELEPHONE	19'-5"
TELEPHONE	20'-2"
GUY	25'-0"
NEUTRAL	25'-2"
PRIMARY	31'-1"

LINE HEIGHT 2 (LH2)	
TELEPHONE	18'-3"
TELEPHONE	18'-8"
TELEPHONE	20'-9"
TELEPHONE	21'-3"
TELEPHONE	22'-5"
TELEPHONE	24'-3"
FIBER	24'-11"
TOP STRAIN POLE	28'-6"
SECONDARY	31'-0"
SECONDARY	32'-7"
PRIMARY	36'-8"

CONSTRUCTION DETAILS

- INSTALL 10 FT. BREAKAWAY PEDESTAL POLE, FOUNDATION (MDSHA STD. 801.01-01), 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN. (NOTE: 1-3 IN. SCH. 80 PVC BEND)
- REMOVE AND DISPOSE OF EXISTING PUSHBUTTONS, SIGNS AND PEDESTRIAN SIGNAL HEADS. INSTALL 16 INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PEDESTRIAN PUSHBUTTON, AND R10-3(1) SIGN ON EXISTING SIGNAL POLE.
- INSTALL 3/4 INCH DIAMETER X 10 FOOT LENGTH GROUND ROD
- INSTALL 5 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING
- INSTALL 3 IN. SCHEDULE 80 RIGID PVC CONDUIT - TRENCHED
- INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING
- INSTALL LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING ARROW
- ADJUST EXISTING HANDHOLE TO GRADE AND INSTALL 3/4 INCH X 10 FOOT LENGTH GROUND ROD
- USE EXISTING CONDUIT
- USE EXISTING CABINET AND CONTROLLER
- REMOVE EXISTING PAVEMENT MARKING BEYOND STOP LINE
- REMOVE EXISTING PAVEMENT MARKING LETTERS AND ARROWS
- REMOVE AND DISPOSE OF EXISTING PUSHBUTTONS, SIGNS AND PEDESTRIAN SIGNAL HEADS.
- SEE ROADWAY PLANS FOR NEW SIDEWALK AND RAMP CONSTRUCTION

GENERAL NOTES:

- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SHA STANDARDS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING SHA STANDARDS PLATES FOR TRAFFIC CONTROL.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
- THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED ELECTRICAL CABLES.
- THE CONTRACTOR SHALL ENSURE THE EXISTING TRAFFIC SIGNAL REMAINS OPERATIONAL THROUGHOUT THE CONSTRUCTION PROCESS UNTIL SUCH TIME THAT THE NEW CONSTRUCTION CAN BE UTILIZED.
- SEE LAYOUT SHEET SG-03 FOR LOCATIONS OF SIGNAL EQUIPMENT AND PAVEMENT MARKINGS.
- ALL SIGNAL POLE FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE TO MEET CLEARANCES AS SPECIFIED IN MD 818.01, 801.01 & 801.01-01. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL VERIFY ALL RAMP AND PUSHBUTTON LOCATIONS PRIOR TO INSTALLATION.

GENERAL NOTES (CONT.):

- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" x 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO NEW SIDEWALK AND RAMP CONSTRUCTION.
- LOCATION OF THE ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- THE CONTRACTOR SHALL COORDINATE WITH THE APPROPRIATE UTILITY COMPANY REGARDING ANY IMPACTS TO EXISTING UTILITIES.

GEOMETRIC LEGEND

EXISTING
PROPOSED

UTILITY LEGEND

SD - STORM DRAIN
G - GAS MAIN
W - WATER MAIN
S - SEWER MAIN
E - ELECTRIC CABLES
A - AERIAL CABLES
T - TELEPHONE CABLES
F - FIBER-OPTIC

DETAIL 1
SCALE: 1" = 10'



RJM ENGINEERING, INC.
CONSULTING ENGINEERS
ELLCOTT CITY, MARYLAND

APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS

(P) UPGRADE TO APS AND COUNTDOWN PEDESTRIAN SIGNALS
CONTRACT NO. AX7055168
TIMES 09/22/11
PFW [Signature] RBA [Signature] 10/12/11
E UPGRADE VIDEO DETECTION ON ALL LEGS. INSTALL NON-INVASIVE PROBES
SHA CONTRACT NO. XX333168
TIMES 09/28/2010
F [Signature]
D PROVIDE E/P LT'S CROSSWALKS & STOP LINES FOR MD 174
04/14/1994

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20', ADVERTISED DATE 1-28-77, CONTRACT NO. AA 332-501-585
DESIGNED BY B. THOMPSON COUNTY ANNE ARUNDEL
DRAWN BY D. DODA LOGMILE 02017405.40
CHECKED BY TIMS NO. J966
F.A.P. NO. TOD NO.
TS NO. 1468F DRAWING SG-01 OF 03 SHEET NO. 01 OF 03